CHAPTER 7 FIELD REVIEW

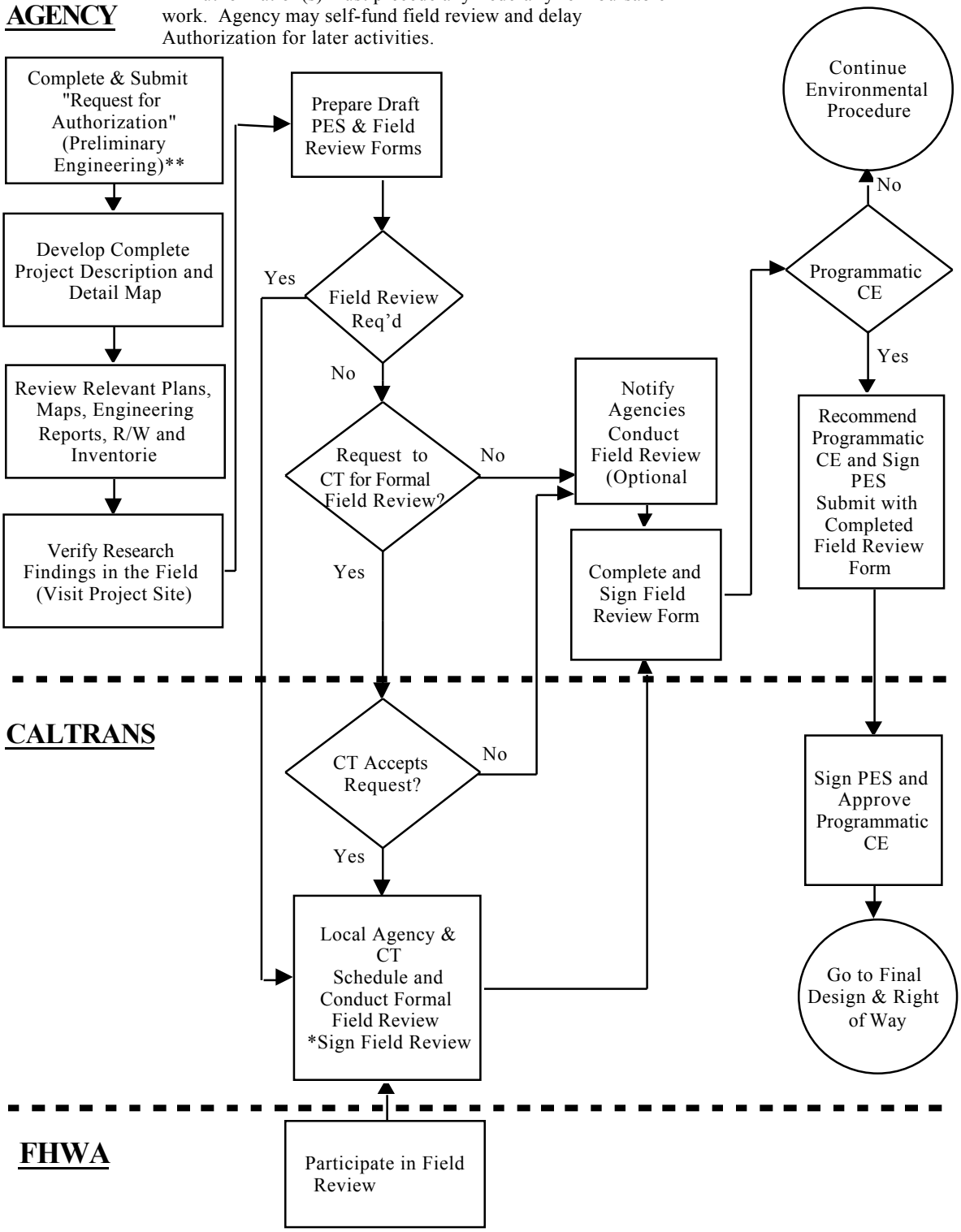
CONTENTS

FLOW CHARTS

EXHIBITS

EXHIBITS CONTINUED

Field Review Procedures For Developing Local Federal-aid Projects*



* For all state highway projects, consult the Caltrans' *Project Development Procedures Manual*, the DLAE and project manager to fully coordinate development responsibilities.

Projects on or impacting the Interstate require FHWA project by project review.

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CHAPTER 7 FIELD REVIEW

7.1 INTRODUCTION

In conjunction with the preliminary environmental investigation, an important early action in developing a local transportation project financed with Federal-aid funds is the methodical and systematic collection of initial engineering and related project data and information. For this manual, this data gathering project-scoping step is called the "Field Review."

Each agency should establish a process for clearly defining the location, scope, cost, and the other parameters considered when developing a project. This step is very important in guiding the project development team to the successful production of the Plans, Specifications and Estimates (PS&E).

The field review for local transportation projects serves the same purpose as the Project Study Report serves for State highway projects. It is intended to bring together all interested parties and come to an agreement on the project requirements necessary to comply with Federal and State laws and regulations.

The field review process considers and documents the following actions:

- Assign a project manager to oversee the project studies, PS&E development and/or construction
- Bring together representatives from various involved or interested agencies, including, but not limited to, the agency, Caltrans, other regional and local agencies, transit districts, other State or Federal permitting agencies, public utilities, and railroads. FHWA may also be represented.
- Afford an opportunity for discussions of alternative proposals
- Secure agreement on general design features and exceptions to AASHTO or 3R or local standards selected for the project
- Determine timing and costs associated with preparing and processing required technical studies and the NEPA document (see "Environmental Procedures" included in Chapters 6 of this manual and the *Local Assistance Environmental Manual.*)
- Determine right of way and relocation assistance requirements
- Discuss and evaluate proposed funding, eligibility requirements and Federal or State participation
- Determine who advertises, awards, administers, and maintains the proposed project
- Define the project schedule and target advertising date
- Discuss value analysis if appropriate (required for NHS projects with an estimated cost of $25 million or more. For more information on this subject, please see Section 12.5 "Value Analysis" of this manual.)

7.2 TYPE AND REQUIREMENT FOR FIELD REVIEW

The type of field review chosen for a project depends on many factors including: highway system, project type, project complexity, total cost and type of funds. The two types of field reviews are formal and informal.

FORMAL FIELD REVIEW

A formal field review can be accomplished by:

- A site (field) inspection, or
- An office meeting, or both

All parties involved in the project development decisions should be invited to a formal field review.

INFORMAL FIELD REVIEW

Informal field reviews can be accomplished by:

- Small group meetings
- Interagency correspondence
- Phone discussions
- Individual research and data gathering

Exception: Emergency Relief (ER) projects use the FHWA Damage Assessment Form (DAF) in lieu of any other field review form. An on-site field assessment is required for all these projects.

REQUIRED REVIEW

Caltrans will determine if a field review is required for all projects on the National Highway System (NHS). Generally, a field review will only be required for major NHS projects. A project will be considered to be major if:

- The total cost is over $10 million, or
- It involves an unusual structure (see definitions in Section 2.4 of this manual), or
- It involves multiple projects on a corridor involving more than one agency, or
- Any other complicating factors require a field review.

All required reviews will be formal. In consultation with the local agency, the Caltrans District Local Assistance Engineer (DLAE) determines how the formal field review will be accomplished.

Exceptions to the above are as follows:

- A site visit, or "early coordination meeting" may be required, on the grounds of environmental sensitivity for protected resources, controversy, or consequences (impacts) of the proposed action (see Chapter 6, "Environmental Procedures"). This meeting may be part of the formal or informal field review discussed in this chapter or held separately.
- For seismic safety retrofit projects, a field review is mandatory as described in Section 7.8 of the *Local Assistance Program Guidelines*.

PS&E AND CONSTRUCTION ADMINISTRATION PROCEDURES

When Caltrans requires a field review for major NHS projects, PS&E and construction administration procedures (standards, agencies involved, use of consultants, project management, value analysis, specifications, materials testing, etc.) will be discussed. The PS&E procedures will be put in writing for Caltrans' and FHWA's approval before the local agency starts final design (see Chapter 12).

The construction administration procedures will also be put in writing. The procedures must be approved by Caltrans and the FHWA before construction will be authorized (see Chapter 15).

NHS projects that are not considered "major" will not require these approvals.

OPTIONAL REVIEW

A field review is optional for all projects off the NHS (non-NHS). The field review is also optional for all NHS projects determined by Caltrans to be minor in nature. It is a suggested practice for all projects.

7.3 NOTIFICATION

The local agency contacts the District Local Assistance Engineer (DLAE) to discuss when and how they wish to proceed with project implementation if this was not already done as part of the initial project authorization process.

REQUIRED REVIEWS

For required field reviews, the DLAE determines the type of field review required and coordinates, as appropriate, with the local agency on scheduling. The DLAE notifies Caltrans and FHWA attendees. The local agency is responsible for making other review preparations and notifying all interested parties. Each attendee should receive a copy of the draft Field Review Form before the actual field review.

In addition to the district local assistance representative, Caltrans attendees may include an environmental reviewer, a right of way reviewer, and a representative from the Office of Structure Design (if a structure is involved). Others may attend as appropriate. If the project involves a State highway, a representative from the appropriate District Project Development or Traffic Branch must be contacted to determine the State's involvement in the project development, the need for a Project Report and the need for an encroachment permit.

A representative from the FHWA should be consulted for all projects on the NHS that are not exempt from FHWA oversight and those which may require an environmental document more complex than a programmatic "categorical exclusion" (CE). Request for FHWA participation should be coordinated through the DLAE (see Chapter 2, "Roles and Responsibilities" and Chapter 6, "Environmental Procedures" for further details).

OPTIONAL FIELD REVIEWS

For projects that Caltrans has determined a field review is not required, the local agency is responsible for deciding whether to perform a field review (formal or informal) and for notifying all potentially affected agencies, utility companies, etc. and making arrangements for any on-site or office meetings. In deciding whether and how to conduct a review, an agency should consider the following factors: functional classification, project type and exempt/nonexempt status, project complexity, total cost, interested and affected parties and type of funds.

If a local agency wishes Caltrans (or FHWA) staff to participate in the field review process, a request must be made to the DLAE. Caltrans' participation is based on the following factors:

- Availability of Caltrans staff and time requirements
- Experience of local agency staff
- Complexity of project, type of structures
- Funding program
- Environmental, right of way and design issues

For railroad crossing projects, the PUC participates in the review process.

Discussions with the DLAE should also indicate whether Caltrans' participation in any subsequent phases of the project is expected. This is especially important if PS&E reviews are needed for structures. Caltrans and the agency should reach a clear agreement early in the process on the extent of Caltrans' staff participation in any phase of project development.

7.4 TENTATIVE PLANS

The local agency should have a tentative plan as well as horizontal and vertical alignment sketches available for review by participants either prior to or at the field review. On projects that involve bridges, the agency should also provide preliminary hydrologic and hydraulic data (see Exhibit 11-D). This information need not be in great detail, but sufficient to make an engineering review of the proposal.

7.5 PREPARATION OF FIELD REVIEW FORM

The local agency shall prepare and complete the Field Review Form (Exhibit 7-B [or DAF for ER projects]) for all Federal-aid projects even if a Field Review were not required.. (For ER projects, the DAF is used in lieu of the Field Review Form - See Chapter 11 of the *Local Assistance Program Guidelines*) The field review form documents the results and decisions of the field review and other initial project research. It also provides data necessary to prepare the "Request for Authorization" and the Program Supplement Agreement.

The field review process and documents should be completed as early as possible. For HBRR funded (Bridge) projects, the field review documents, including major structure data sheets, must be completed prior to any request for authorization. For other types of projects, authorization for preliminary engineering may be granted prior to submittal of the field review to Caltrans when Federal reimbursement is needed to hire consultants or others in order to obtain information needed to complete the field review. The field review document must be completed and submitted prior to or concurrently with the first occurrence of either step below:

- Initial submittal of the PES form (completed, and with supporting information attached) for Caltrans and/or FHWA approval (see Chapter 6, "Environmental Procedures")
- Submittal of the Agreements Checklist requesting a Supplemental Agreement or PR-2

FIELD REVIEWS ATTENDED BY CALTRANS AND THE FHWA

For projects on the NHS, early review and discussions should be held with the DLAE and the FHWA engineer. Similar early discussions should occur for HBRR funded (Bridge) projects to ensure funding eligibility.

If a field review is required, Caltrans and the FHWA will attend. Caltrans and the FHWA may also attend optional field reviews if requested. The local agency shall fill out the Field Review Form as completely as possible prior to the field review, and send a copy with a location map to each of the interested parties attending the field review. This allows the participants to come to the meeting prepared to discuss the specific issues and methodologies which can lead to successful project implementation. The earliest date for the field review should be two weeks after the receipt of the draft Field Review Form by the district. Copies for the FHWA, Office of Local Programs, and Office of Structure Design must be submitted to the district for further transmittal.

Caltrans has delegated design exception approval authority to the City/County Public Works Director (see Chapter 11, "Design Standards" of this manual). However, proposed design exceptions should be identified and discussed at the field review.

The Field Review Form should be updated and signed by the local agency, district, and FHWA representatives, as appropriate, at the field review even if some of the questions remain unanswered. Information determined after the field review is to be provided by the local agency as a supplement to the Field Review Form and may require FHWA concurrence.

OPTIONAL FIELD REVIEWS NOT ATTENDED BY CALTRANS OR THE FHWA

If the field review is optional and Caltrans and the FHWA will not be attending, the local agency may complete the Field Review Form without a formal or informal review or meeting, An on-site visit by the project engineer and project manager is recommended as good practice to verify the data and information used to complete the forms. The forms should be transmitted to the DLAE as soon as they are complete.

7.6 FIELD REVIEW DATA

SCOPE

The project must be defined in sufficient detail to accurately specify where it is, why it is necessary and what will be done. This process of project definition began with the planning and programming process. Now, further details are needed to clarify the limited FSTIP information with the specific project location, system and conditions as they currently exist and as they will be upon project completion. If the scope changes significantly from the approved FSTIP description, now or at any time during project development, a FSTIP amendment may be necessary. Items 1 to 5 on the "Field Review Form" (Exhibit 7-B) and Exhibits 7-C ("Roadway Data"), 7-D ("Major Structure Data"), 7-E ("Railroad Grade Crossing Data"), vicinity maps, typical

section(s), alternative sketches, signal warrants, and collision diagrams, as appropriate, provide data related to the general scope of the project. For non-roadway projects, the Field Review Form and attachments would be modified as appropriate for the project activity and scope, e.g., site plans, work plans, building sketches.

ENVIRONMENTAL PROCESS

All Federal-aid projects must undergo a documented environmental review and receive a federally approved environmental document before proceeding to final design, right of way acquisition or construction. The documentation of how the decision was made to perform a particular technical study or recommend a specific class of action (CE, EA, EIS) under NEPA is equally as important as environmental approval. Environmental requirements and procedures for processing required technical studies and the NEPA document are discussed in Chapter 6 of this manual. Specific information regarding the format and content of required technical studies and NEPA documents (CE, EA, EIS) is contained in the *Local Assistance Environmental Manual.*

The "Preliminary Environmental Study (PES) Form," Exhibit 6-A is designed to identify:

- The existing condition of the project area
- The potential existence of sensitive environmental resources within the project area
- Required technical studies
- The responsible or regulatory agencies where early coordination or consultation is necessary or where approvals and permits are needed

RIGHT OF WAY

The need to acquire right of way or relocate utilities can significantly affect project development, especially costs and scheduling. Activity within Caltrans right of way requires coordination and an encroachment permit. Federal laws and regulations must be followed if there is FHWA participation in any project phase, whether in R/W phase or only in the construction phase**.** The acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended (42 US Code 4801, et. seq.). Item 7 of the "Field Review Form" (Exhibit 7-B) highlights the possible right of way activities with a cost estimate breakdown. The need for utility relocation should be identified.

PROJECT COST

Good initial estimates are needed to define whether there are sufficient funds available to implement the project. Item 7 of the Field Review Form provides for an overview by phase and anticipated Federal participation. Item 8 can be used to further break this down by Federal fund type and State funding. State or local funds are normally required to match the Federal funds. To the greatest extent possible, FHWA funded projects should be funded at the full Federal participating ratio (see Chapter 3, "Project Authorization," Section 3.2, "Underfunding Policy").

PROJECT ADMINISTRATION

The agency submitting the request is normally responsible for administering all phases of the project. If another arrangement is expected, this should be noted. If the agency plans to hire a consultant to assist with any phase, this should be noted. This

allows the agency to work sufficient time into their schedule for consultant selection (see Chapter 10, "Consultant Selection"). If the State is expected to administer any phase or to review the PS&E, hold early discussions with the appropriate Caltrans district to ensure that the required staff is available when needed. A cooperative agreement is needed to define work and cost sharing responsibilities.

PROJECT SCHEDULE

A Federal project is normally scheduled for a specific year in the FHWA approved FSTIP document. While the funds are usually carried forward into new FTIP and FSTIP adoptions, this is at the discretion of the MPO. For State funded projects, the specific program guidelines define the year or years the program funds are available. The delivery schedule for advertising should be reviewed to see if the project can be developed in a timely manner. The items discussed above define some of the critical steps in this effort. For federally funded projects, if there will be significant delays, the agency should work with the MPO to reschedule the work through a current FSTIP amendment or into the next FSTIP. State program guidelines define the appropriate actions for the State funded projects. In non-MPO areas, contact the Caltrans District FSTIP coordinator for necessary amendments.

7.7 SUBMITTAL OF FIELD REVIEW FORM

As soon as formal or informal discussions and review are complete, the local agency prepares the final Field Review Form and attachments (see Section 7.5 above for the latest times for completion). If a field review is required for NHS projects, all appropriate forms and attachments shall be completed. If the field review is optional, the two page Field Review summary (Exhibit 7-B) must be completed, as a minimum. See the brackets ("[ ]") notation under Item 12 of Exhibit 7-B for additional attachments.

The local agency consults with the district regarding the number of copies to be sent. The district forwards a Field Review Form (two if a bridge is involved) with the required attachments to the Office of Local Programs. The local agency may wish to provide copies to their MPO and other interested parties.

The project engineer and project manager should periodically review the Field Review Form and data to ensure that the project development is proceeding as initially proposed or that significant changes have been approved.

The field review document must be completed and submitted prior to or concurrently with the first occurrence of either step below:

- Initial submittal of the PES form (completed, and with supporting information attached) for Caltrans and/or FHWA approval (see Chapter 6, "Environmental Procedures")
- Submittal of the Agreements Checklist requesting a Supplemental Agreement or PR-2

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INSTRUCTIONS FOR FIELD REVIEW FORM

The Applicant shall complete the Field Review Form as defined in Chapter 7, "Field Review" of this manual. The Local Assistance Engineer should be consulted for clarification. If Caltrans or other interested parties are to be involved in meetings to assist in completion, the applicant should fill out the Form as completely as possible prior to any meeting(s).

Item 1. PROJECT LIMITS

Briefly describe the physical limits or nature of project. Attach a list, as needed, for multiple or various locations. Indicate length of project to nearest one-tenth of kilometer or mile. Use 0.1 if a spot location. Include additional sheets, if needed, to clearly define the project location or scope of work.

Item 2. WORK DESCRIPTION

Briefly describe major components of the proposed work, e.g., signals, bridge replacement, ridesharing etc.

Item 3. PROGRAMMING DATA

All federally-funded projects (except ER) are required to be on the most current FHWA/FTA approved FSTIP. If project is within an MPO area, indicate the MPO or RTPA's FTIP[1] that includes project and the fiscal years of FTIP. Also list the page of FTIP or Amendment Project Planning Number (PPNO) if available and FHWA/FTA approval date. For non-MPO areas include same information from FSTIP.

Indicate the federal funds and phases listed in the FTIP/FSTIP. For CMAQ projects name the Air Basin.

Item 4. FUNCTIONAL CLASSIFICATION

For a roadway project, check appropriate functional classification category. See the discussions of specific fund programs in the *Local Assistance Program Guidelines* for system eligibility. Indicate N/A for projects not related to a specific road or street system.

Item 5. STEWARDSHIP CATEGORY

For roadway projects, indicate if project is on the National Highway System (NHS) and whether project is exempt as per stewardship agreements. Refer to Figure 2-1, "Required FHWA Oversight Federal-Funded Projects" in Chapter 2 of this manual to determine if the project is exempt from FHWA oversight.

Item 6. CALTRANS ENCROACHMENT PERMIT REQUIRED

An encroachment permit is required for projects encroaching within the State highway right of way. The applicant should contact the District Permit Officer early in the process.

Item 7. COST BREAKDOWN ESTIMATE

List estimated breakdown of all project phases and indicate phases for which Federal participation will be requested. Include all known costs, but include each cost in only one group. (For structures related projects financed with Highway Bridge Replacement and Rehabilitation (HBRR) funds, the current HBRR operating procedures limit preliminary engineering costs, including environmental costs to 25% of the total construction cost. Any exceptions must be approved in writing by the HBRR program manager.)

[1] The FTIP must be incorporated into an FHWA approved FSTIP.

Item 8. PROPOSED FUNDING

Fill in total cost of Federal-funded project, type and amount of Federal-aid funds, i.e. STP, CMAQ, etc., and the matching-fund breakdown. If the project is a Federalized Flexible Congestion Relief (FCR) or Transportation System Management (TSM), note these designations as well as the Federal funding if known.

If State funds are involved, indicate source. Except for State/Local Partnership funds, typically State Gas Tax funds must be in STIP or related document, e.g. TSM list, and are generally subject to a CTC allocation vote.

If Partnership funds are involved, the total cost of the Federal project (including matching) is deducted prior to calculating Partnership funding.

A preliminary determination should be made at the field review as to whether the project, or portion of project, qualifies for State CMAQ/RSTP (TSM) funds to match the Federal funds. If the preliminary determination is yes, complete the CMAQ/STP- State TSM Match form and have the DLAE verify the determination.

Item 9. PROJECT ADMINISTRATION

Indicate name of agency that will be responsible for administering each project phase. Also indicate the use of a consultant for any phase. Indicate if Caltrans' review of PS&E will be requested. If yes, begin discussions with District Local Assistance Engineer on availability of staff. All PS&E documents to be reviewed must be in Caltrans format.

Item 10. SCHEDULES

The local agency should indicate their proposed advertisement date. This will give the involved parties a date for scheduling. However, the discussion of requirements and time frames may require adjustment of the advertisement date. Critical dates in the schedule should be noted in the remarks.

ITEM 11. PROJECT MANAGER'S CONCURRENCE

The local agency project manager shall sign and date the field review form to signify agreement on the parameters proposed for development of the project. The DLAE and FHWA representative shall sign the document when attending field reviews. This document is then a guidance reference for further development of the project to assure that it adheres to the programmed concept or that any changes are approved by the manager (and/or DLAE and FHWA, if appropriate).

Item 12. LIST OF ATTACHMENTS

The first two items are appropriate for all reviews. Others to be added depend on the type of project. For required field reviews, all applicable attachments must be submitted. For optional field reviews, see the "[ ]" notations for attachments required for specific types of projects.

Note: The Federal Damage Assessment Form (DAF) shall be used as the field review document for Emergency Relief projects.

FIELD REVIEW FORM

Local Agency _____ Field Review Date _____
Project Number _____ Locator _____
(Dst/Co/Rte/PM/Agncy)
Project Name _____ Bridge No.(s) _____

1. PROJECT LIMITS (see attached list for various locations) _____
_____
_____
_____ Net Length_____(km) or (mi)

2. WORK DESCRIPTION _____
_____

3. PROGRAMMING DATA FTIP (MPO/RTPA) _____ FY _____ Page _____
Amendment No. _____ FTIP PPNO _____ FHWA/FTA Approval Date _____
Federal Funds $ _____ Phases PE _____ R/W _____ Const _____
Air Basin _____ (CMAQ only)

4. FUNCTIONAL CLASSIFICATION:

Urban____		Rural ____	
___	Principal Arterial	___	Principal Arterial
___	Minor Arterial	___	Minor Arterial
___	Collector Street	___	Major Collector
___	Local Street	___	Minor Collector
		___	Local Road

5. STEWARDSHIP CATEGORY
On NHS: Yes _____ No _____ Exempt (Per Stewardship): Yes _____ No ____
If not exempt, Certification Acceptance: Yes _____ No ____

6. CALTRANS ENCROACHMENT PERMIT Is it required?: Yes _____ No _____

7. COST ESTIMATE BREAKDOWN (Including Structures)

		$1,000's	Fed. Participation?	
PE	Environmental Process	_____	___ Yes	__ No
	Design	_____	___ Yes	__ No
CONSTR	Constr. Contract	_____	___ Yes	__ No
	Constr. Engineer.	_____	___ Yes	__ No
R/W	Preliminary R/W Work	_____	___ Yes	__ No
	Acquisition:		___ Yes	__ No
	(No. of Parcels ____)	_____	___ Yes	__ No
	(Easements ____)	_____	___ Yes	__ No
	(Right of Entry ____)	_____	___ Yes	__ No
	RAP (No. Families ___)	_____	___ Yes	__ No
	RAP (No. Bus. ____)	_____	___ Yes	__ No
	Utilities (Exclude if included in contract items)	_____	___ Yes	___ No

GRAND TOTAL COST $ _____

8. PROPOSED FUNDING

		Total Cost	Cost Share	
Grand Total		$ _____		
Federal Program	#1_____	$ _____	Fed. $_____	Reimb. Ratio _____
(Name/App. Code)	#2_____	$ _____	Fed. $_____	Reimb. Ratio _____
Matching Funds Breakdown	Local:		Loc. $_____	_____%
	State:		St. $_____	_____%
	Other:		Oth. $_____	_____%

State Highway Funds? Yes _____ Source _____ No _____

State CMAQ/RSTP (TSM) Match Eligible Yes_____ No _____ Partial _____
(If yes or partial, attach Minimum Information Requirements Sheet*)

Is the Project Underfunded? (Fed $ < Allowed Reimb.) Yes _____ No _____

9. PROJECT ADMINISTRATION

		Agency	Consultant	State
PE	Environ Process	_____	_____	_____
	Design	_____	_____	_____
R/W	All Work	_____	_____	_____
CONST ENGIN	Contract	_____	_____	_____
CONSTRUCTION	Contract	_____	_____	_____
MAINTENANCE		_____		_____

Will Caltrans be requested to review PS&E? ____ Yes ____ No

10. SCHEDULES: PROPOSED ADVERTISEMENT DATE _____
Other critical dates:_____
_____

11. PROJECT MANAGER'S CONCURRENCE

Local Entity _____ Date: _____

Title _____ Phone No. _____

Is field review required? Yes _____ No _____

Caltrans (District) _____ Date _____

Title _____

12. LIST OF ATTACHMENTS (Include all appropriate attachments if field review is required. see the "[ ]" notation for minimum required attachments for non NHS projects)

_____ Field Review Attendance Roster or Contacts Roster
_____ Vicinity Map [Required for Construction Type Projects]

IF APPLICABLE (Complete as required depending on type of work involved)

_____ Roadway Data Sheets [Req'd for Roadway projects]
_____ Typical Roadway Geometric Section(s) [Req'd for Roadway projects]
_____ Major Structure Data Sheet [Req'd for HBRR]
_____ Railroad Grade Crossing Data Sheet
_____ Airport Data Sheet (if within 3 kilometers)
_____ Sketch of Each Proposal Alternate Improvement
_____ TEA Application Document
_____ Signal Warrants
_____ Collision Diagram
_____ Protection of Wetlands Statement
_____ *CMAQ/RSTP State TSM Match Sheet [Req'd for match]

ROADWAY DATA

1. TRAFFIC DATA

Current ADT ____ Year 19 __ Future ADT _____ Year 20 ___ DHV ____ Trucks __%
Terrain (Check One) ____ Flat _____ Rolling ____ Mountainous
Design Speed _____
Proposed Speed Zone ____ Yes mi or km/h _____ ____ No

2. GEOMETRIC INFORMATION

ROADWAY SECTION

Facility	Year Constr.	Min. Curve Radius	Thru Traffic Lanes			Shoulders		Median Width
			No. of Lanes	Total Width	Type	Each Width Lt/Rt	Type	
Exist.								
Prop.								
Min. Stds. selected: AASHTO _____ 3R _____ Local _____								
	N/E Contig. Sect.							
	S/W Contig Sect.							

Remarks (If design standard exception is being sought, cite standard and explain fully how it varies):
_____
_____

3. DEFICIENCIES OF EXISTING FACILITY (Mark appropriate one(s))

_____ Pavement Surface
_____ Alignment
_____ Crossfall
_____ Other (describe below)
_____ Drainage
_____ Bridge
_____ Safety (Attach collision diagram or other documentation)
_____ Pavement Structure

Remarks _____
_____

4. TRAFFIC SIGNALS ____Yes ___New (attach warrants) ___Modified _____No

5. MAJOR STRUCTURES Structure No.(s) _____ (attach structure data sheet)
_____

6. OTHER TRANSPORTATION FACILITIES (Name)

_____ None
_____ Railroad _____ (attach railroad data sheet)
_____ Airports _____ (attach airport data sheet)
_____ Transit _____
_____ Bicycle _____

7. AGENCIES AFFECTED

Utilities [mark appropriate one(s)] _____ Telephone _____ Electrical _____ Gas
_____ Water _____ Irrigation
_____ Other _____ Sanitary

Major Utility Adjustment: _____
_____

High Risk Facilities: _____
_____

Other: _____
_____

Remarks: _____
_____

MAJOR STRUCTURE DATA

(Attach a separate sheet for each structure)

Project Number _____

Bridge Name (facility crossed) _____

State Br. No. _____ Date Constructed _____ Historical Bridge Inv. Category _____

Road Name _____ Location _____

STRUCTURE DATA

	Existing	**Proposed**	**Minimum AASHTO Standards**
Structure Type	_____	_____	_____
Structure Length	_____	_____	_____
Spans (No. & Length)	_____	_____	_____
Clear Width (Curb to curb)	_____	_____	_____
Shoulder Width	_____Lt _____Rt	_____Lt _____Rt	_____Lt _____Rt
Sidewalks or bikeway width	_____Lt _____Rt	_____Lt _____Rt	_____Lt _____Rt
Total Br. Width	_____	_____	_____
Total Appr. Rdwy. Width	_____	_____	_____

1. Preliminary Engineering by _____
2. Design by _____
3. Foundation Investigation by _____
4. Hydrology Study by _____

Detour, Stage construction, or Close Road _____

Length of Detour _____

Resident Engineer for Bridge Work: ____ Agency ____ Consultant (On Retainer as City/County Engineer)

Responsible Local Official _____

Discuss any special conditions or proposed design exceptions:

_____
_____
_____
_____

ESTIMATED STRUCTURE AND RELATED COSTS:

		Federally Participating	
Bridge Cost		**Yes**	**No**
Construct Bridge	_____	_____	_____
Bridge Removal	_____	_____	_____
Slope Protection	_____	_____	_____
Channel Work	_____	_____	_____
Detour - Stage Construction	_____	_____	_____
Approach Roadway	_____	_____	_____
Preliminary Engineering	_____	_____	_____
Construction Engineering	_____	_____	_____
Right of Way Costs	_____	_____	_____
Utility Relocation	_____	_____	_____
Mobilization	_____	_____	_____
Total	_____		

Type of HBRR funds: Check one (Major type if more than one)

- ☐ Seismic/Voluntary (88.53% Fed. Share)
- ☐ Rehabilitation (80%)
- ☐ Replacement (80%)
- ☐ Railing (88.53%)
- ☐ Painting (88.53%)
- ☐ Painting (80%)
- ☐ Special (80%)
- ☐ Low Water Xing (80%)

Summarize HBRR funded costs of above estimate: (HBRR Federal-aid + local match for HBRR only)

Indicate the estimated date for Federal-aid Authorization & Obligation or Check the box:

		Date:	
Prelim. Eng.	$_____	_____	☐ Not needed for this project
Right of Way	$_____	_____	☐ Not needed for this project
Construction.	$_____	_____	☐ Not needed for this project
Total	$_____		

Remarks _____
_____
_____

***** **The following must be attached if the project is funded by the HBRR Program:**

1. Plan view of proposed improvements.
2. Typical Section.

***** **The following is recommended:**

1. Right of way map to determine whether right of way acquisition or construction easements are necessary.

RAILROAD GRADE CROSSING DATA

(Separate Sheet for each crossing)

Project Number /Name _____

Name of Railroad _____

Location (Road, City, or County, and Xing No.) _____

Vehicular Traffic Daily Traffic using crossing ____ No. of Lanes _____ Speeds (mi/h) _____

No. of Exist. Tracks Main Line _____ Branch Line _____ Passing _____ Other _____

No. of Future Tracks _____ No. of Daily Trains; Passenger ____ Freight ____ Total _____

Maximum Speeds Passenger _____ Freight _____

Protection in Place _____

Protection Proposed _____

Skew of Xing _____ Min. Sight Dist. (along track when driver is 100 feet from Xing) _____

Trains at Night? (Y/N) _____ Seasonal Train Traffic? (Y/N) _____

Ten-Year Accident Record Accidents _____ Killed _____ Injured _____

Has local agency requested or received PUC decision concerning:

Crossing Protection required _____
_____

Protective devices proposed by local agency _____
_____

Proposed financing of crossing protection _ _____
_____

Does local agency propose to finance automatic crossing protection as a "G" (safety) project using 100% Federal funds? _____
_____

NOTE: Attach sketch showing relationship of old and new crossing.

Remarks _____
_____
_____
_____

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AIRPORT DATA

(Separate Sheet for each airport)

Agency : _____
Locator (Dist.-Co.-Route-Agcy. Abbreviation): _____
Project Number /Name: _____

NAME _____

LOCATION _____

RUNWAY
Direction _____

Distance from Project _____

SLOPE RATIO _____

FAA FORM 7460-1* _____
(indicate status, attach if available)

REMARKS _____

_____

_____

* Notice of Proposed Construction or Alteration : Required per FAA Regulations 14 CFR, Part 77

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FIELD REVIEW ATTENDANCE ROSTER

Date _____ Project No./Name _____

Project Location _____

	Name _____ (Please Print)	_____ (Organization)	(Phone Number)
1.	_____	_____	
2.	_____	_____	
3.	_____	_____	
4.	_____	_____	
5.	_____	_____	
6.	_____	_____	
7.	_____	_____	
8.	_____	_____	
9.	_____	_____	
10.	_____	_____	
11.	_____	_____	
12.	_____	_____	
13.	_____	_____	
14.	_____	_____	
15.	_____	_____	
16.	_____	_____	
17.	_____	_____	
18.	_____	_____	
19.	_____	_____	
20.	_____	_____	

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REQUEST FOR QUALIFYING CMAQ/RSTP - STATE TSM MATCH MINIMUM INFORMATION REQUIREMENTS

PROJECT LOCATOR(DIST/CO/RTE/AGCY) _____
PROJECT NUMBER/NAME _____

1. SPONSORING AGENCY: _____

CONTACT PERSON: _____ **PHONE NO.** _____

RESPOND BY CHECKING AND ANSWERING THE FOLLOWING QUESTIONS.

2. ELIGIBLE FOR STATE ARTICLE XIX FUNDS : YES ____ NO _____
See Flow Chart Exhibit 7-H If not eligible stop here.

If # 2 is yes, CMAQ funded amounts are eligible for TSM match. Project type determines eligibility for STP funded projects.

3. FEDERAL PROGRAM: CMAQ_____ RSTP_____

TYPE OF PROJECT: HOV _____
TCM _____
TSM _____
(See reverse for project type descriptions for TCM & TSM**)**

For TCM and TSM project types, define the qualifying category and describe the project features which qualify the project for State TSM Match funds *(*see *Local Assistance Program Guidelines* Chapter 17, "TSM Match Funds").

ATTACH ADDITIONAL SHEETS IF NECESSARY
(PROVIDE SEGREGATED COST ESTIMATE FOR THE PROJECT IF NON-QUALIFYING ELEMENTS ARE INCLUDED.)

APPROVED

_____ _____ _____
LOCAL AGENCY **DISTRICT LOCAL ASSISTANCE ENGINEER** **DATE**

ELIGIBLE TSM PROJECT TYPES

1. Establishment of auxiliary lanes on freeway, by construction or restriping. Auxiliary lanes include lanes for acceleration from on-ramps and deceleration lanes to off-ramps and weaving lanes extending between adjacent interchanges.
2. Traffic flow improvements on conventional arterial roads, including widening at intersections for turn lanes; other channelization; traffic signal coordination systems, including one-way street operations, reversible lanes, median closures, and parking restrictions.
3. Traffic metering systems, including meters on freeway on-ramps, freeway-to-freeway connectors, and freeway mainlines. Projects may include construction or restriping for meter bypass lanes for high occupancy vehicles and modifications to ramps and adjacent arterial roads for storage of vehicles waiting for ramp meter signals.
4. Traffic operations centers and related surveillance equipment, including traffic sensors and closed circuit television; related motorist information systems, including changeable message signs, highway advisory radio, computer bulletin boards, telephone call-in systems, and other media links; and related communications links, including links with other city or State traffic operations centers.
5. Improvements designed to improve traffic flow by accommodating transit vehicles on streets and highway, including bus turnouts and signal preemption systems for transit vehicles.
6. Demonstration projects to implement research and development in the field of traffic operations control systems.
7. Establishment of high occupancy vehicles lanes on freeways or surface streets, by construction or restriping.
8. Fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit facilities.

CMAQ = Congestion Mitigation and Air Quality improvement program

RSTP = Regional Surface Transportation Program

HOV = High Occupancy Vehicle

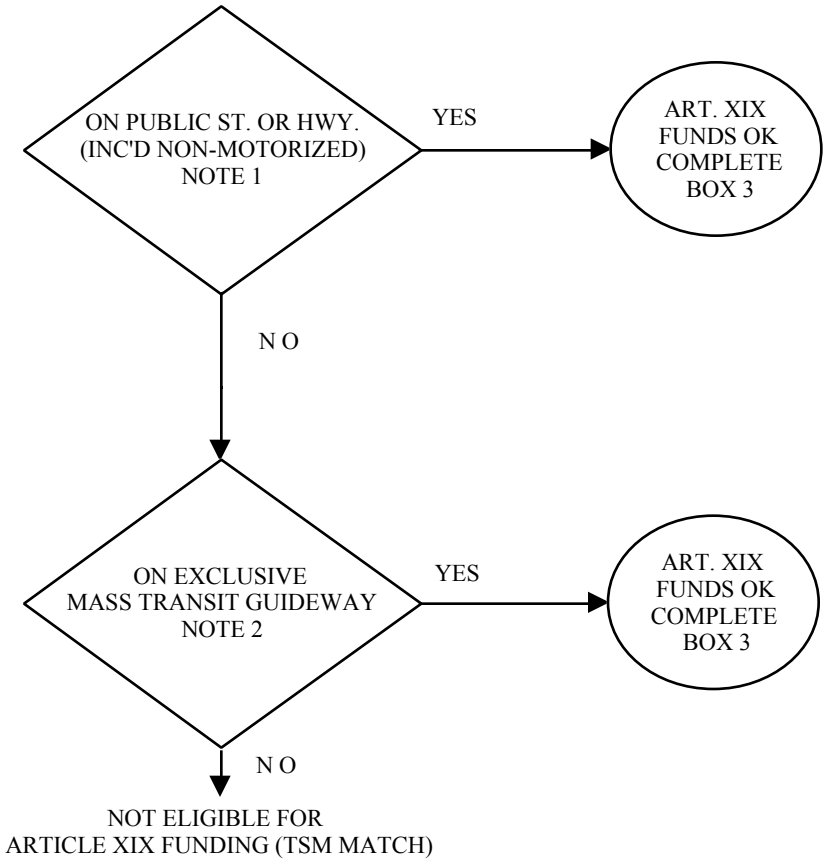
TCM = Transportation Control Measures

TSM = Traffic Systems Management

CLEAN AIR ACT-TRANSPORTATION CONTROL MEASURES (TCM)

i. programs for improved public transit;
ii. restriction of certain roads or lanes to, or construction of such roads or lanes for use by,
passenger buses or high-occupancy vehicles (HOV);
iii. employer-based transportation management plans, including incentives;
iv. trip-reduction ordinances;
v. traffic flow improvement programs that achieve emission reductions;
vi. fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service;
vii. programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration particularly during periods of peak use;
viii.programs for the provision of all forms of high-occupancy, shared-ride services;
ix. programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
x. programs for secure bicycle storage facilities and other facilities; including bicycle lanes, for the convenience and protection of bicyclists, in both public and private area;
xi. programs to control extended idling of vehicles;
xii. ~~programs to reduce motor vehicle emissions, consistent with title II, which are caused by extreme cold start conditions;~~ **EXCLUDED BY ISTEA**
xiii.employer-sponsored programs to permit flexible work schedules;
xiv.programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicles activity;
xv. programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest. For purposes of this clause, the Administrator shall also consult with the Secretary of the Interior; and
xvi. ~~program to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks~~.**EXCLUDED BY ISTEA**

ARTICLE XIX FUNDING
(TSM MATCH)



NOTES:

1. RESEARCH, PLANNING, CONSTRUCTION, IMPROVEMENT, MAINTENANCE & OPERATION, INCLUDING ENVIRONMENTAL MITIGATION, RIGHT OF WAY AND ADMINISTRATION.

2. RESEARCH, PLANNING, CONSTRUCTION, IMPROVEMENT OR MAINTENANCE OF STRUCTURES AND IMMEDIATE RIGHT OF WAY, INCLUDING ENVIRONMENTAL MITIGATION, RIGHT OF WAY AND ADMINISTRATION.

   SPECIFICALLY EXCLUDES:
   - MAINTENANCE AND OPERATING COST FOR POWER SYSTEMS & PASSENGER FACILITIES
   - VEHICLES
   - EQUIPMENT
   - SERVICES

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